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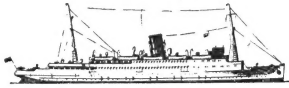
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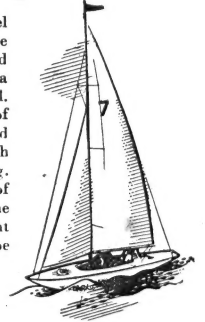
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Scientific

Model Ships and Power Boats

VOL 2 No 20

AUGUST 1949

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The Ship's Log

Our Cover Picture

The photograph reproduced on our cover this month was taken at Gosport last year during the "A" Class Championship and the International Regatta, which was held there during July. The model was sailing close hauled and was evidently getting along nicely as is indicated by the ripple under the bows. It will be noted that the Braine steering gear is fitted. This gear is still very much used in spite of the popularity of the vane gear, which tends to become very complicated, some of our American friends having fitted all sorts of refinements to it. But in experienced hands the Braine gear is very efficient and we believe it will be found on model yachts for a long time to come.

International Regattas

During July we have had two International Regattas for Power Boats, one in Belgium and one at Victoria Park, and in August we have the International Regatta for model yachts at Fleetwood. These are annual events and the Victoria Park and the Model Yacht Regattas were held for many years before the war. It is a curious fact that such international meetings are held only by the model yachting and power boat fraternities. Other phases of model engineering do not seem to get together in this way. It cannot be due to difficulties of transport as, although the model locomotive, for example, is somewhat heavier than even an "A" Class yacht, it is more easily packed and not so susceptible to damage in transport. It may be due to the fact that speed is the final test

of both the yacht and power boat, and that contests of speed are always spectacular and always have a very definite appeal for the spectator. With the locomotive, speed is only one feature; drawbar pull, fuel and water consumption and other factors inevitably enter into the comparison, and these are considerations that have little publicity value. Another point about the model locomotive is that appearance and realism are of considerable importance, whereas with the model yacht or power boat, appearance counts not at all.

The "M.E." Exhibition

Elsewhere in this issue we give some account of the ship models expected at our forthcoming Exhibition. The account is necessarily incomplete as we are writing before the final date for receiving entries. But enough has been said to show that we are going to have a very interesting ship model section this year, and that it will be well worth both the club member and the lone hand making every effort to see it. The lone hand especially will get a lot of inspiration and assistance from a study of the various models; he may even get ideas that will direct him into a new type of ship model, and so widen his interest and increase his enjoyment of his hobby. Also, the models at such an exhibition, being of varying standards, are often more helpful to the lone worker than those seen in museums where the standard seems to be so far out of reach. The club member will, of course, be interested to see what other clubs are doing and to meet and exchange views with their members.

*MODEL HYDROPLANE HULLS

Their design and construction

by Edgar T. Westbury

BY way of a concrete example of sound methods of construction, as discussed in last month's issue, it is proposed to give a detailed description of the 24 in. single-step hydroplane which was designed before the war and described in *The Model Engineer* during May and June, 1939. The actual design of this hull was evolved in the course of experiments with *Golly* and other boats, over the course of several years, but the methods of construction employed are intended to suit the facilities of the average model engineer without specialised skill or experience in model boat building. A very large number of these hulls have been built by amateurs both in this country and abroad, and it has a very satisfactory record of success, both with ready-made and home-built engines. In its original size, it is suitable for engines up to 10 c.c., but enlarged scale versions, to 30 in. and 36 in., for 15 c.c. and 30 c.c. engines respectively, have proved equally efficient.

One interesting feature of this hull is that, although of framed construction, it has no keel in the generally accepted sense, the place of the latter being taken by two longitudinal members which act as engine bearers. This allows the engine to be placed lower in the hull than would be possible if an inwardly-projecting keel were fitted, and the twin members are certainly in no way inferior in strength to a single keel. Moreover, they enable construction of the hull to be carried out in a very simple manner, avoiding the need for the usual "building board," the place of which is taken by a simple jig, which can be held in the vice, with consequent facility for adjustment to any position.

Even if the constructor does not wish to follow the exact design of this hull, which may possibly be considered out of date according to modern ideas, the methods of construction will, it is hoped, prove interesting, and they are adaptable to practically any design of hydroplane, as they not only provide the maximum strength and rigidity in relation to the amount of material used, but also ensure that the hull will come out to the designed shape, without risk of warping

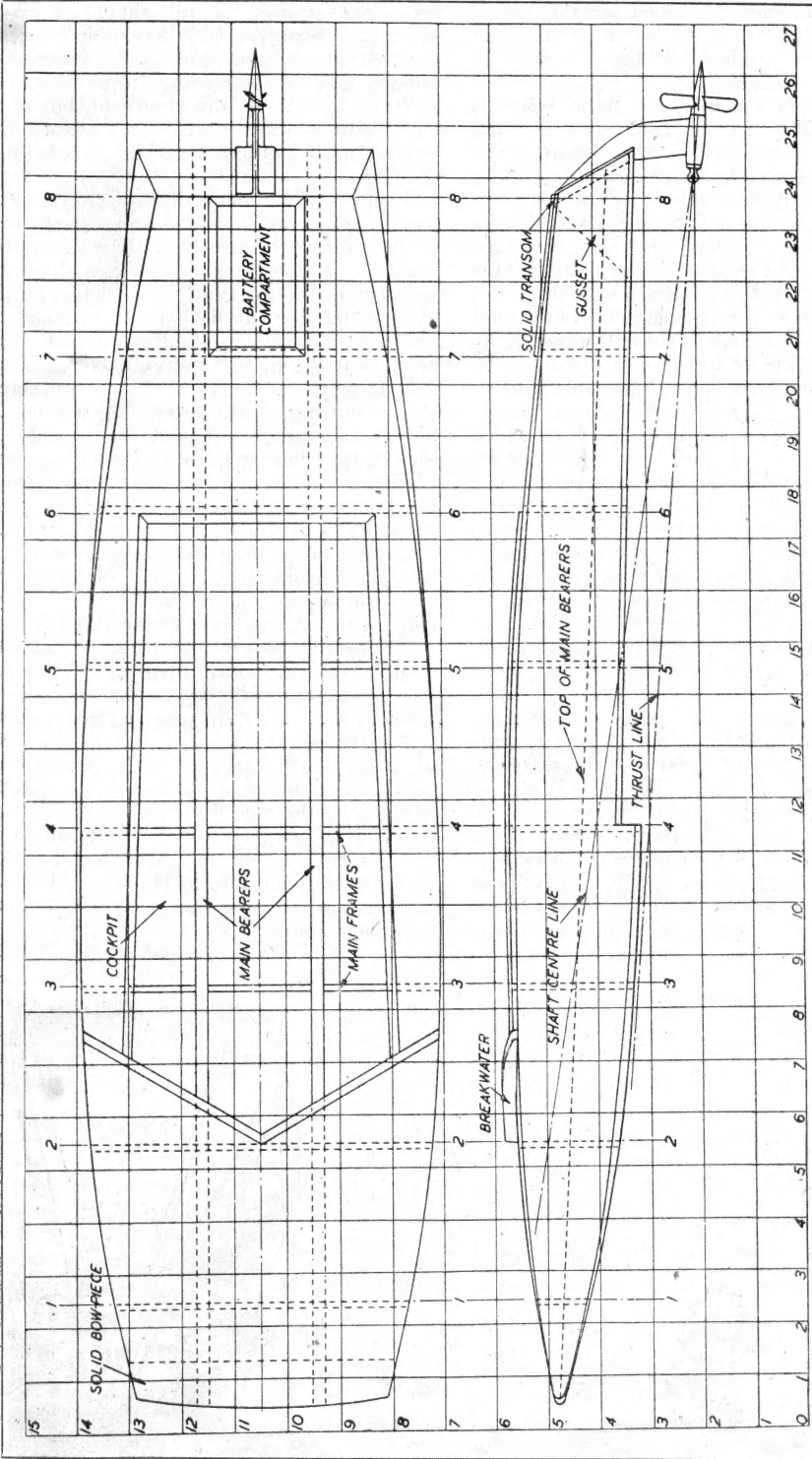
or twisting. However, the novice, or even the more advanced hull constructor, might do much worse than follow the specified design, as it is by no means an obsolete type, and recent experience has proved that surface propellers and side planes are not always the infallible ingredients in high speed, much less in consistent competition success, that they often are cracked up to be. As already pointed out, the less ambitious types of hulls are easier to handle, and do not call for so much skill in launching, neither do they necessitate the use of supertuned engines to get them on their planes; one may thus learn to handle the boat with moderate engine power, and carry out both hull and engine adjustments in conjunction, all the while gaining valuable experience in the habits of both; which, I think readers will concede, is far more difficult with the type of boat which may either break a record first time out, or refuse to plane at all.

Constructional Materials

The problem of obtaining suitable material for building a hull is a very difficult one at the present time, in view of the scarcity of timber and the restrictions on the sale of the most suitable kind. However, the amount of timber required is small, and a good deal of latitude is possible in the kind used for the major structural parts. The main longitudinal members may be made of any good straight-grained hardwood, such as oak, mahogany, ash, etc., and the stringers and inwales should, preferably, be made of birch or spruce, though pitch pine or even good red deal has been used successfully, the main essential in this case being that the wood should be suitable for steam-bending, with little risk of cracking or uneven curves. Stripwood in suitable size for these members is obtainable from most model aircraft stores, though sometimes the kind of wood available is dubious; a popular kind of timber for this purpose is obechi, and though personally I have not had very much success with it in boat building, other constructors appear to have obtained satisfactory results.

Many constructors, especially those with

* Continued from July issue, page 100.



OUTLINE DRAWINGS OF 24" CIRCULAR COURSE RACING HYDROPLANE

SUITABLE FOR PROPULSION BY PETROL ENGINES OF 5 TO 10cc., OR FLASH STEAM PLANT OF COMPARABLE SIZE. DESIGNED BY EDGAR T. WESTBURY.

some experience in model aircraft work, may be tempted to use balsa wood in the attempt to produce as light a hull as possible; I strongly advise them not to, as the result of experience. Balsa wood is undoubtedly the lightest constructional material available, but its strength in relation to weight is certainly no better than other timber, and possibly worse, so that unless one is content with a very flimsy hull, it offers no real advantage whatever. An equally serious disadvantage in this particular application is that it is very porous, and even when the most careful precautions are taken to waterproof it by varnishing, etc., it still seems somehow to be capable of absorbing a considerable amount of moisture. I have seen some very fine work put into balsa hulls, some of which have quickly cracked up under heavy running stress, while others have doubled their weight by becoming waterlogged. All, within my experience, have had a short life (and not always a merry one!) whereas hulls constructed of stronger timber have lasted for several seasons. Balsa is perhaps permissible for light fairings well above the water line but on the whole I think it better to avoid the use of it altogether.

The transverse "formers," or bulkheads in this hull are intended to be cut from $\frac{1}{8}$ in. three-ply, and offcuts of this material, in sizes large enough to cut one or more of the members, are usually obtainable in woodcraft or model aircraft shops. Thin three-ply (1 mm. for preference) may be a little more difficult to obtain, especially as larger pieces are required, but recent quests for such material have been fairly successful, though it has been necessary to make a

systematic search of all shops in my particular locality. It is advisable to get the best quality available, as the synthetic bonded kind is practically impervious to water, even without any treatment, but the older glue-bonded kind is satisfactory if well varnished or painted, particularly on the edges.

A piece of ordinary deal or other soft wood may be used to make the nosepiece of the hull which must be fairly resilient to cushion possible impact—incidentally, it may be mentioned that this hull is one of the few that has survived speed crash tests.

The first stage in the hull construction is to cut out the main longitudinal members and formers, a fretsaw being a suitable tool for cutting out the latter. These should be as accurately shaped as possible, though final fairing up of the edges can be carried out on assembly. This applies also to the longitudinal members, which are slotted to be a tight push fit on the formers.

A waterproof glue or cement should be used for securing the parts, one of the finest preparations for model boat work being casein glue, though some workers find it too much trouble to use. It must be mixed with water not more than a few hours before use, and will not keep; moreover it is only successful if the parts are reasonably well fitted, and must not be expected to fill up gaps. Cellulose glue, such as Durofix or Opaline, is easier to use, and is well beloved by the model aircraft fraternity as it sets very quickly. It can not only be used with success to make good any imperfect fits, but also to build up fillets in corners, and thereby increase the strength of dubious joints.

(To be continued)





L. H. FOSTER

writes the
second of a
series of
articles on

OLD-TIME
COASTAL
CRAFT

THE BRISTOL CHANNEL PILOT CUTTER

THE cutters formerly used by the Bristol Channel pilots took pride of place amongst sea-boats, combining speed for getting to and from their station, with ability to keep the sea, cruising or hove-to, in that turbulent area. Their station was usually in the neighbourhood of Lundy, although they frequently went out as far as the Tusker Rock.

They were built from half models and it is doubtful if any original data remains, but this model of *Cariad*, of Cardiff, embodies personal knowledge of the boats, supplemented by the advice of Mr. Jack Morgan, a senior Cardiff pilot brought up in the sailing tradition, and it may be said safely that the model is representative of those fine vessels.

Following her pilotage days *Cariad* became a well-known cruising yacht, and her lines were taken off by her owner, Mr. F. G. G. Carr. His plans were used

for the hull of the model, and details were taken at the ship by the maker.

Below the water-line the hull is carved from the solid, being hollowed as necessary for showing the arrangements below deck visible down the companion and fore hatch. Above the water-line the hull is planked and the deck properly laid.

All fittings, such as Appledore reefing gear, windlass, etc., are workable. The punt is timbered and planked, and like the rest of the model is equipped with the gear necessary for the day by day working of a pilot cutter.

Cariad was built by Rowles, of Pill, in 1904, for Mr. Thomas Richards, Cardiff pilot. Her dimensions are 47 ft. 6 in. × 12 ft. 6 in. × 8 ft. draught.

The scale of the model is 1 : 32 ($\frac{3}{8}$ in. to 1 ft.). It was built by Mr. L. H. Foster, of Kelvedon, Essex.

*H.M.S. MONARCH

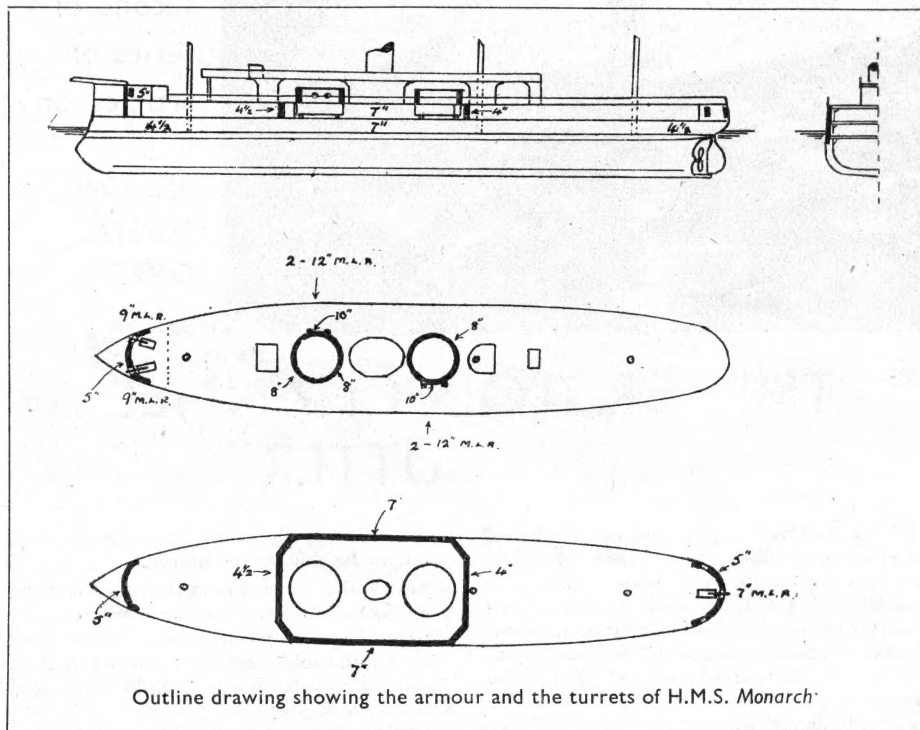
by J. H. Isherwood

Armour Notes. The general armour arrangement was quite normal for the times, the armoured citadel on the main deck which enclosed the base of the turrets corresponding to the central battery of the *Bellerophon* or *Hercules*.

General Notes. From 1864 onwards the Admiralty had had first hand experience of turrets, mounted on coast defence ships only. Captain Coles produced a design

D.N.C., produced the design for an ocean-going turret ship which eventually became the *Monarch*.

This ship, when completed, was one of the most successful British battleships ever built and for long the pride of the Navy. She was the fastest battleship afloat under steam, and a better combination of speed and handiness than any other capital ship of the previous ten years. She is most



for an ocean-going turret ship, a design with which the Admiralty disagreed. They were willing to accept the armament, but wanted it carried in a normal hull, insisting on a battleship which could go anywhere, like the rest of the large ships in the fleet. Coles would not agree to the "normal" sailing hull. The Admiralty referred the matter to a technical Committee and this Committee, under the

noteworthy on account of being the first really seaworthy turret battleship—previous ones in the R.N. had been coast defenders only.

She was also the most powerful and successful British battleship ever to carry sail and may be considered the culminating achievement of the "masts and yards" era, although not the last of the sailing-steam battleships.

She was, of course, like her predecessors, designed to fight under steam. Carrying

*Continued from July issue, page 100.

her guns some eight feet higher than her contemporaries, she was able to fight them when broadside or battery ships would have had to have their ports closed.

In comparison with her rival, the *Captain*, of Laird's and Cole's design, she was superior in almost every way, faster, handier, with better stability, greater freeboard, and better ahead fire. Her protection, however, was perhaps not quite so good, and she had only one screw to the *Captain's* two.

Her modernisation in 1892, like so many other "modernisations" of the period, appears to have been a waste of money. By then, her old M.L.R. guns, which were not changed, and her iron armour were completely out of date.

Monarch and *Captain* inaugurated a great new principle in the disposition of guns in ocean-going ships. Until then, no ocean-going battleship had even been able to train more than half her main armament on either beam. These two, for the first time, could fire the whole complement of their big guns, from behind protection, on either side of the ship.

They mark the real close of the Transitional period, the next period consisting of low freeboard battleships without sail power, and to this they cannot obviously belong.

It is doubtful how much influence Mr. Reed had on *Monarch's* design, but she definitely was not his idea of a good ocean-going turret ship. The *Devastation* was the type he wished to produce, in which full advantage of the turret principle could be taken as regards ahead and astern fire, unmasked by deck erections and the rigging required for sail power.

Modelling Notes

The drawings are to a scale of 1 in. to 100 ft., comparatively small, but large enough and with sufficient detail for a model to a scale of anything between 1 in. and 3 in. to the 100 ft.

With the help of photographs, and some knowledge of rigging and the smaller details of deck fittings etc., even larger scales could be used. Personally, I strongly recommend 2 in. to 100 ft., on which scale I now possess quite a large fleet of small waterline models. It is large enough to show all main features without too much miniature work—trying to the patience and the eyes—yet not so large as to require any expensive materials, cases, or large storage space. It is, in fact, an excellent scale in which to model a series of ships, one of the most interesting aspects of ship

modelling, to my mind. If intending to do this the size of the largest and smallest of the series must be considered, and it will be found that the 2 in. scale is suitable for both, the *Hood* coming out at 17" long, and a 'V' class destroyer at 6½" long.

If one is commencing a series of battleships it would be hard to find a better ship to start with than the *Monarch*; fairly easy to build, distinctive and smart, and a most interesting ship into the bargain.

The hull has little sheer, but be careful to note that it has some. Any vessel without sheer invariably looks "hogged," and to omit it in this model would ruin the whole appearance of the ship. The stern is an easy one to shape and the bow has little flare.

The collapsible bulwarks will probably be modelled in the "up" or sea-going position. The bulwarks round the narrow superstructure deck had hammock nettings along the top. These might be shown by means of some fine soft-laid white string, marked with fine black silk and glued round inside at the top of the bulwarks. For both sets of bulwarks I find a good stiff paper the best and neatest material.

Of ladders to this superstructure deck there were two right forward over the fore end and two aft, leading down athwartships through companionways in the "flying" deck.

The funnel was telescopic, and therefore low down near its base was the outer casing, or housing, while the whole stood on a slightly raised rectangle of the deck, forming the crown of the fiddley.

For masts and yards I invariably use metal—brass rod, pins of all sizes, even hat-pins. But they must not be too thick, must vary in thickness according to the yards, and yards and topmasts must be tapered down to their ends.

Note that the muzzles of the guns project only very little from the turrets. The oval ports should definitely be shown.

The large boats were stowed on the centreline in chocks.

In the "A" and "B" condition, no cowl ventilators are visible in photographs.

In building these small models (I am speaking of 2 in. scale) everything depends on a correctly shaped hull, with clean-cut lines, and on neatness. A great amount of detail should not be attempted and what detail there is must be to scale. Rails and rigging are quite unnecessary and should not be attempted unless you are an expert at miniature work. Nothing
(Concluded on page 123)

Building a Model Pilot Cutter

By R. K. BATTSON

The Prototype

WE shall not look upon their like again; the yards from whence they came have either disappeared, or will build them no more. No homeward-bounder will ever again raise the big mainsails with their large black identification letters; no crowds will ever see the fleets of the gallant little ships, with spotless decks and snowy sails, on their annual inspection day. The engine killed them, and except for a rapidly decreasing few which survive as yachts, they are gone. So, while we may, let us try and make a model, so that one of the loveliest specimens of the fore-and-aft rig may be preserved, if only in memory.

The Model

I suggest, and will try to describe, a hull properly planked on frames, which is much less formidable a task than might be thought; but it is not possible to do this successfully on a hull length of much less than 24 in., unless grossly out-of-scale planks are tolerated. For those who, for reasons of space or desire, need a smaller model, a very good planked effect may be obtained by modelling the hull in solid, and applying thereto, glued "planks"

Stock sizes do not normally exceed 36 in., so if your hull is more than about 30 in. in length, you will have to introduce butts, which are better avoided, and which, if quite inescapable, must *never* occur in consecutive strakes.

The Drawing. Fig. 1

I do not propose to lay down any hard and fast sizes and scales, because so much depends, not only on the personal preferences of the builder, but also on the availability of materials. But I do most strongly recommend that, as a first step, a full size drawing be made from the one given, scaled up, by the usual method of squares, to the desired size; it is not necessary to do this in the case of deck fittings, spar sizes, and the like, but for the hull it is practically an essential.

This is a stand, or exhibition, rather than a sailing, model; if she is to sail, a fairly heavy lead keel will have to be added, and the sail plan reduced. Also, before the deck is applied, the inside of the planking should be well coated with Jeffries Marine Glue, applied hot, which will guarantee an absolutely watertight hull. But it is suggested that a stand model, allowing, as it does, accuracy in proportions



Fig. 2.
The
Keelpiece

of Bristol board or 1-mm. plywood. But for a larger model, the method is to erect a series of plywood frames on a backbone, and cover with planking of thin wood.

The choice of suitable material is not, unhappily, very wide in these days. Ply *must* be used for keelpiece and frames, about $\frac{3}{16}$ in. for preference, and planking may be very successfully carried out in obechi, $\frac{1}{8}$ in. thick, which may be bought in boards 36 in. $\times$ 3 in. Obechi is not at all bad, and will take quite a good finish, but it has a rather distressing tendency to split, and all holes must be drilled before pinning, particularly at the ends of planks.

and delicacy of detail not permissible in a working hull, will probably give more lasting satisfaction.

The Keelpiece. Fig. 2

Lay your full size drawing on a suitable sheet of plywood, and prick through thereon the outline of the keel, stem and deadwood, and follow, with the upper edge, the sheerline of the deck, but keeping it below deck level by the thickness of your deck planking. Join up the prickpoints, and cut to outline with a fretsaw or machine; then cut out the interior of this piece to floor level, and leave overhangs at each end as far as the

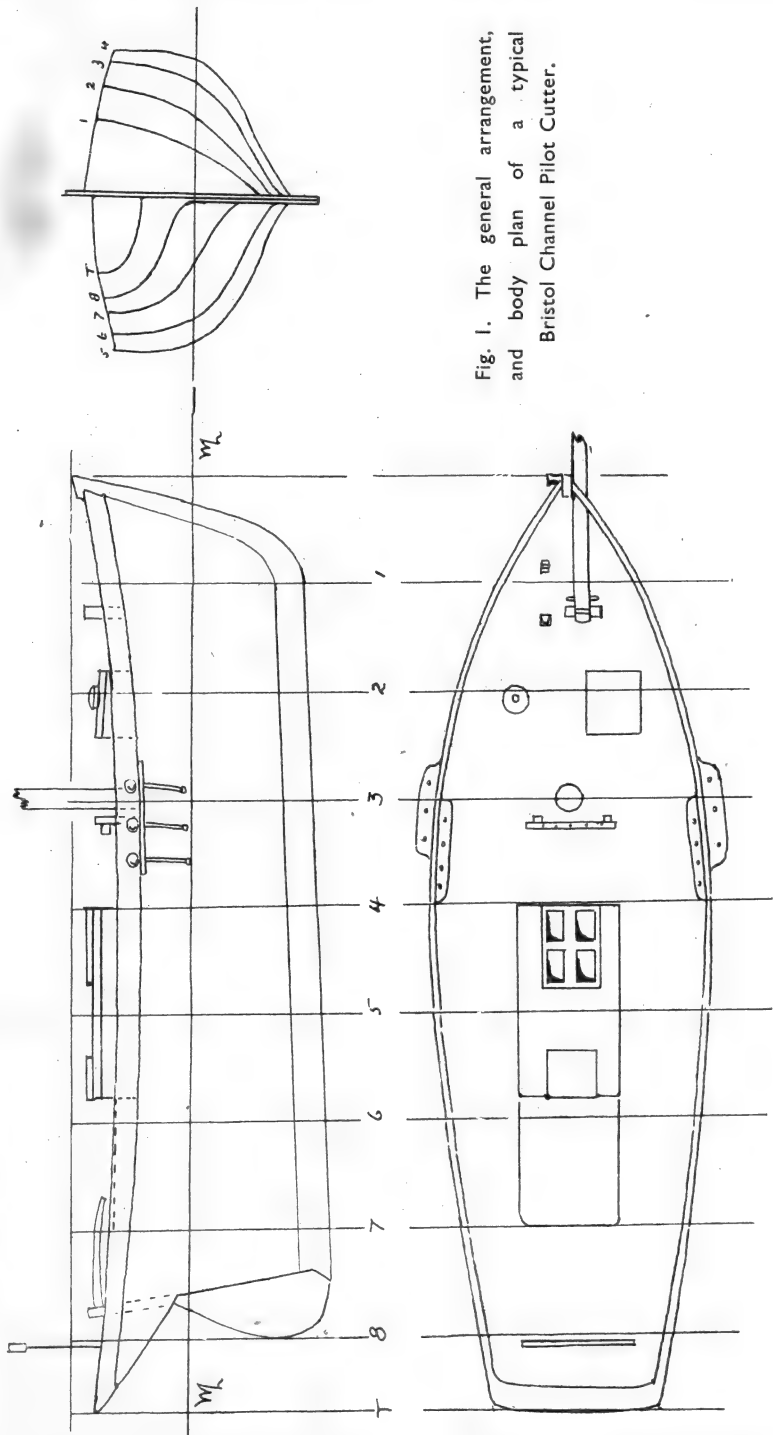


Fig. 1. The general arrangement, and body plan of a typical Bristol Channel Pilot Cutter.

mast and cockpit respectively, as shown in the figure. Sand off clean and smooth, and mark carefully on it the station lines of the various frames, numbering them in accordance with your drawing.

The Frames. Fig. 3

Trace these from your drawing, via carbon paper, on to fairly stout white card, and cut out. These templates, which will, of course, be half sections, can then be transferred to the ply from which the frames are to be cut, which must be of reasonably good quality and not less than $\frac{3}{16}$ in. thick, or the layers will split apart when end pinned. These frames must then be slotted to a very accurate fit over the keelpiece (at the top as well as the bottom where the overhangs occur), the inside cut out, and should then be offered up in position on their respective stations; if they fit as they should do, they will stand up quite rigidly.

Next, with someone to help you, hold a spline against them at sheerline and round the bilges, and mark on each the position of the stringer notches. Dismantle the frames, and cut these notches very carefully to the size of your proposed stringers; your frames will then resemble the sketch.

I cannot emphasise too strongly the necessity for an *absolutely accurate fit* between frames, keelpiece and stringers; the whole rigidity and success of the structure will depend on this, and if even one of your frames is a sloppy fit, discard it and make another.

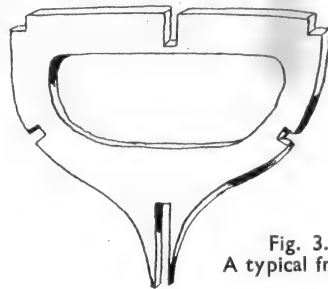


Fig. 3.
A typical frame.

When everything fits to your satisfaction, glue all frames in position, and allow to dry thoroughly; when set, pin through into keelpiece where possible. Then similarly, glue and pin in position the stringers; when everything is dry, you should have a quite strong and rigid structure.

(To be continued.)

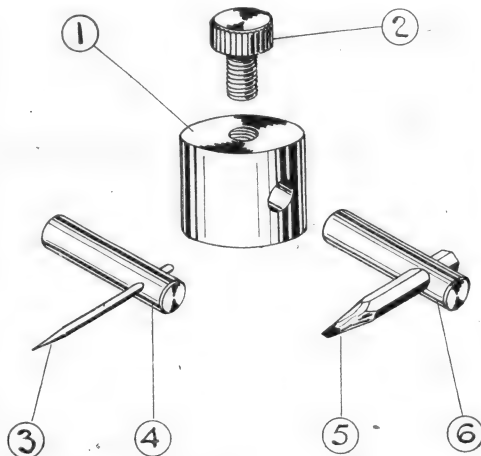
A SHIP MODELLER'S SURFACE GAUGE

by W. R. Finch

THE simple gauge here described is intended as a fairly obvious refinement of the old dodge of a pencil held on a block of wood.

At the same time it is more convenient for small work than the orthodox engineer's type gauge, apart from the fact that this instrument is not usually to be found in the kit of those specialising mainly in woodwork.

The body (1) may be of brass or dural bar, a convenient size being $1\frac{1}{4}$ in. diameter $\times$ $\frac{7}{8}$ in. high. A $\frac{3}{8}$ in. diameter hole is drilled right through the block at right angles to the longitudinal axis. Another hole, drilled and tapped say $\frac{5}{16}$ in. B.S.F. runs from the top face and breaks into the transverse hole. A locking screw (2) with knurled or milled head is required to fit this hole for securing bar in position.



A suitable piece of brass rod is cut off, chamfered, and drilled to take the stump of a pencil (5) sharpened to a chisel point and preferably of 2H or 3H grade.

Clearly, by slackening the locking screw, the bar (6) can be rotated to give a useful range of heights from the surface being used to the pencil point.

An extra refinement, if required, consists of a similar brass bar (4) with a $\frac{1}{8}$ in. diameter scriber point (3) sweated in. This, used as an alternative to the pencil, will permit the scribing of cut lines on the work.

Another use for the tool which readily suggests itself is as a small height gauge for checking the assembly of small models. The human eye often needs a little moral support!

H.M.S. MONARCH (Continued from page 119)

ruins an otherwise good model more completely than shrouds and rails which, if to scale, would be found in the actual ship to be one foot in dia. Remember that if looking at the ship at such a distance that she appeared to be the size of the model, she would be probably a good five miles off, and wires and rails would be 'invisible' except perhaps for a faint suggestion of the main standing rigging.

Little rigging is shown in the drawings and braces are drawn as a single line. This shows their lead only, since in practice they consisted of wire and chain pennants and tackles, for the lower yards at any rate.

Painting was the usual for the period, black hull with red boot topping and two narrow white lines, one just below the top of the bulwarks, the other dividing the black from the red. The funnel was yellow, superstructure and deckhouses white, turrets white with a narrow black line near their tops. The boats were white, often with a blue or black gunwale. The lower masts were usually buff, with upper yards and topmasts brown, though commanding officers appear to have had considerable latitude in the colours used. There does not seem to have been any figurehead or heraldic device on the bows of this ship.

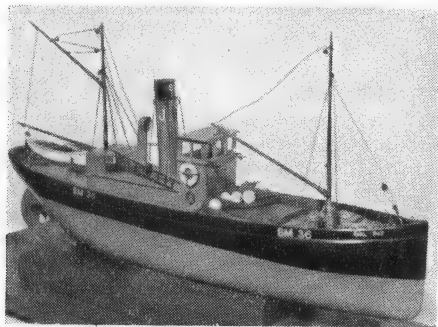
SHIP MODEL EXHIBITION AT BIRMINGHAM

A special report by "Jason"

The Birmingham Ship Model Society recently staged a very successful exhibition in Lewis's Stores, Birmingham. In this they had the whole-hearted co-operation of this huge firm. Moreover the Board of Directors gave a silver cup for award to the best ship model in the exhibition. There were three surprises; one for the general public, one for the Society and one for the firm of Lewis's Ltd. The general public were amazed that such excellent model should be made for a small outlay in materials and tools. No less than 60 entries from modellers, all of whom were quite unknown to the officers of the Ship Model Society, proved that ship modelling is much more alive in the Midland Metropolis than was realised. The surprise for Messrs. Lewis's was that hardly a ship sails the seas which has not some part of its equipment made in the Birmingham district. The offers of help in display and other ways from dozens of firms was almost embarrassing. The Birmingham Ship Model Society owe a debt to the Store for this uplift in their fortunes, particularly to the Managing Director himself, Mr. C. T. Kenworthy.

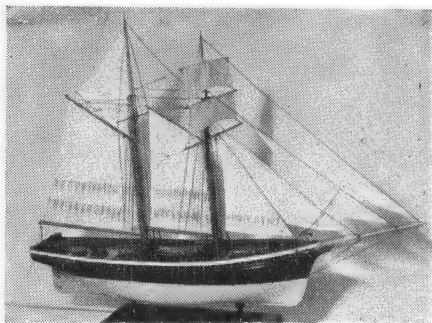
Now to the competition entries. In certain of the models the standard was very high. The winner of the silver

will be remembered by many who did the course on anti-submarine work. This model was made on active service by a member of the crew. He shows excellent promise. *The Captain's Gig* was novel. Moreover it was well made and showed a boat with crew, officer and "Snotty," under way. The period of Trafalgar was indicated by the uniforms. The Open Class winner was Mr. A. T. Jud (of Shirley) with his working model of the paddle steamer *Glen Esk*. The same modeller also submitted the drifter *Girl Pat*, a neatly made and well finished job which got into third place. The somewhat austere *Graham Stanley*, a working model of an ocean-going



Mr. A. T. Jud's model drifter
Girl Pat

cup was Mr. C. J. Clarke (West Bromwich) with his full-hull model of the two-masted topsail schooner *Columbine* (of Rye). The model was fitted with a full suit of sails and they were particularly well made. However, they were not roped. The finish was excellent and in every department Mr. Clarke scored highly. In the Crown Competition (less than five shillingsworth of materials) the winner was Mr. F. A. A. Pariser (Castle Bromwich) with his *Archibald Russell*. He excelled in his finishing and his rigging was quite neat. He kept clear of scale scatteriness. I also liked very much the Model H.M.S. *Valena* a peace-time yacht converted to war-time use. *Valena*



Mr. Clarke's topsail schooner
Columbine

salvage vessel, secured second place. This model might be all the better for some more detail around the decks.

Birmingham seems to be rich in clipper and wind-jammer modellers. There were more than half a dozen of these all of them showing good promise. Of the miniatures the best was a Portuguese liner (50 ft. to 1 in.). There is a strong following for the historical ship, one of which stood out. It was a highly coloured three-decker of the latter half of the XVIII century with a fine suit of sails belonging to the XVI century. The maker, not being satisfied with this two-century jump, named his model *Royal Albert*. Yet the work on this model was extremely clean. Working to lines and plans and with a little guidance from the "older hands" he would make a really good modeller. Summing up; Birmingham can hold its own in period and nineteenth century ships, but is weak in miniatures. I was surprised to find very little evidence of good power units in the working models. The rigging standard is quite good. This may be due to the work of "Mary the Ropemaker" a schoolgirl of eleven who makes rope to any scale on her father's jenny for several of the modellers.

THE "M.E." EXHIBITION

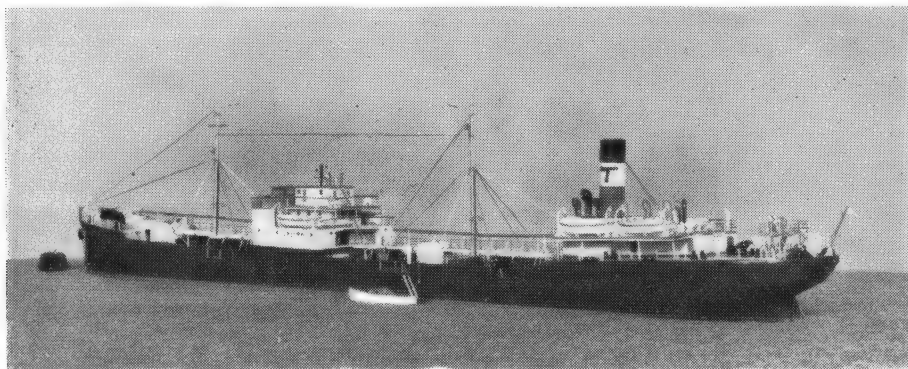
A Preview of the Ship Models

by The Editor

SHIP-MODELLING as a phase of model making continues to make headway. This is very noticeable in the entries for the forthcoming "M.E." Exhibition, the proportion of ship models being entered for the competition being greater than ever. We would like to give our readers some idea of what to look for, but, as the entries are not all in at the time of writing, it will not be possible to give a complete survey of the models.

There is the usual crop of *Golden Hinds* and galleons. Some of us are inclined to dismiss these as being just the ordinary

model is Captain Shenton's 32-gun frigate. This was built from contemporary drawings and, in addition to being a beautiful example of ship modelling, is technically correct and to scale. Moreover, the Captain is nearly 88 years of age and is expecting to visit the Exhibition this year as he did last, to see what other ship-modellers are doing. Mr. J. Brown of Walmar, Deal, sends a fine waterline model of *Cutty Sark* in full sail. This model looks very realistic in the photo—and a photo is a very good test for a scenic model. There are two other *Cutty Sark* models,



A well-proportioned model of the tanker *Scottish Borderer* by Mr. A. C. Yeates

model made only for decoration, but we should be very careful before dismissing them like that. Sometimes the builder is a serious student of nautical history, and then the model becomes something to be reckoned with. One, at least, the Spanish Carrack of the 16th century, by Mr. Field of Walsall, will be well worth examination from what we know of the builder's previous work. This model is based on the large model of *Santa Maria* in the Science Museum. Mr. Collins, of Great Bookham, Surrey, is sending a model of a 50-gun ship of 1736, which we think will be a very fine model. Mr. Gillard's model of the *Endeavour* bark of 1768 ought to be interesting, as also should the model of the *Mayflower* by Mr. A. E. Chapman of Croydon. This latter model is made entirely of copper. Another copper model is that of a Red Indian birch bark canoe by Mr. Armstrong of the Chelmsford M.E. Society. A fascinating

both miniatures. One is by Donald McNarry, who has won both a silver medal and a Championship Cup in previous Exhibitions. We are expecting great things of this model. The other is by a lady modeller, Miss Patricia M. Crosby of Grays, Essex.

The miniatures, as is usual in these days, form a very considerable proportion of the ship model exhibits. Mr. W. R. Finch of Potters Bar, whose models at the United Services Museum are well known, sends a model of the M.S. *Dubreka*. A young enthusiast, Mr. Dobree-Carey, is sending three miniatures, one of R.M.S. *Caronia*, one of the M.S. *Tegelberg*, and one of a modern steam yacht, which we have seen and admired. Mr. Money of Sheffield is exhibiting his tiny medieval ship in an electric light bulb. This was illustrated in our June issue, and we imagine there will be many arguments as to how he got

it into position in the bulb. Other bottle models include one of a topsail schooner in a bulb, by Mr. W. H. Honey, winner of the Sailing Ship Championship Cup in last year's Exhibition. A tiny model sloop by Mr. Butler of Ramsgate was illustrated in a recent *Model Engineer* and described as being the smallest model in the Exhibition. However, since it was entered, we have seen even smaller models. Mr. Biggs, third officer on a Prince Line steamer, has entered five of his miniatures, and these, one would think, represent the irreducible minimum in ship modelling. One of a full rigged ship is $\frac{1}{2}$ in. long overall.

We hope to have one or two examples of sailing models of square rigged ships,

and there will, of course, be several working models of steamers, including a destroyer by Mr. G. H. Davis, and an enlarged *Penang* by Mr. Hill of Redditch. Space permits only the briefest mention of the 6 m. class yacht with its pre-stressed skin construction, by Mr. Blyth of Gerrards Cross, the Chinese fishing vessel by Mr. Borrowman of Brixton, the model of the ill-fated Mumbles lifeboat by Mr. Swarts of Barry Dock, Glamorgan, the *San Demetrio* by Mr. Taylor of Portsmouth, the tanker by Mr. Anthes of Sheffield, and the working model of the M.T.B. 489 by Mr. Cook of Hemel Hempstead. Radio control is finding many interested experimenters and we hope to have examples on view.

SHIP MODEL SOCIETIES' NOTES

by "Jason"

A number of new societies are being formed and a few are already functioning. This month I hope to include up-to-date corrections on some of the older clubs.

Birmingham Ship Model Society have done well to stage such a successful exhibition; this is reported elsewhere. Society secretaries would do well to ponder the surprise which Birmingham had in receiving over 60 entries for their model competition. These were completely unknown to the society. Yet, one way or another, the "Brum" Society has been in existence for 10 years. Leicester, which has just started again, should bear this in mind when they hold their first exhibition. Before I forget it, Birmingham S.M.S. secretary is D. B. SANGIER, 5, Tenbury Road, King's Heath, Birmingham, 14.

Sheffield S.M.S. are now seasoned veterans in running their exhibition. A note of mine on their 1949 show has already appeared in these pages. Contact the secretary, L. A. BOND, at 22, Springfield Road, Sheffield, 7. If you've a liking for miniature work, Sheffield is your society.

The Thames Ship Model Society meets the last Wednesday in each month in the winter in the R.R.S. *Discovery*. These meetings are well attended. For details of summer outings, write: Secretary, H. V. EVANS, Sattenham Cottage, Godalming, Surrey. Among the visits planned is one to the Essex Yachting centres.

Greenwich and District S.M.S. staged an item the other night which might appeal to the clubs. It is not meant to be serious modelling, but it is something of an escape from modelling. Put a model inside a 100-size aspirin bottle. Think about it as long as you like, but it must be done on one week-end. The results which I saw were striking. In most cases the competitors had never attempted bottle model technique before. In a number of examples they did not follow bottle model technique at all. It may be we'll find some new miniaturists. Greenwich meets 1st and 3rd Friday in the Royal Albert Hotel, Blackheath Road, Deptford. Write: Secretary, R. A. MOSS, 20, Belmont Avenue, Welling, Kent.

South London S.M.S. meets every week (Thursday) in the Brixton Men's Institute, Effra Parade. They meet as a class with their own instructor (paid of course) and I'm very surprised that no other society has tried this method. The annual fee is 3s. to the educational authority, but the instructor's fees (into the coffers of the society) form a pleasing counterbalance. Write to J. BORROWMAN, the South London secretary, who'll be pleased to help you. By the way, the head of the institute is particularly pleased with the work of his pupils. Their standard of craftsmanship is high, as was in evidence in a recent exhibition of the Institute's work.

Reading and District. I hope to have an immediate start for a Reading S.M.S. Write to me, unless you've already entered your name in my book, or you may write

direct to D. M. REDGRAVE, 9, Westwood Row, Tilehurst, Reading.

Leicester modellers should contact secretary, F. O. BROWN, of 96, Colchester Road. I regard this district as an excellent ground for a successful S.M.S.

Hammersmith meets first Thursday in each month at Oddfellows Hall, 189, Hammersmith Road (by Lyric Theatre). Write: Secretary, R. A. BUTLER, 29, Barnes Avenue, Barnes, S.W.13.

I'd be glad to have the names of those willing to act as stewards on the Ship Model Societies' stand in the "M.E." Exhibition, August 17th-27th next. Stewards are wanted for daytime only — not evenings or Saturdays. If you can spare a day or so, let me know. Also, the organisers would welcome the services of Society members who would bring unfinished models or ship fittings and explain them to visitors. I'd be glad to hear from anyone willing to help in that way.

I'll be glad to hear from secretaries of societies. Particulars of Bexley, Cardiff and Glasgow are held over owing to limits of space.

Has your society got its badges yet? The centre of the badge is coloured to your choice for your own society. Write to the South London secretary for particulars. The badge is national, only the centre colour varies.

This is the time for all secretaries to prepare for next winter's syllabus. Try and book the "outside" speakers now. A good secretary always has several of his own members on whom he can rely in an emergency. An epidiascope is a useful thing to have. Postcards and photos of ships with a running commentary can then be flashed on a screen.

Here are some items which should appear on every syllabus:

A Sketch and Snapshot Night. Members show the results of their summer holiday from their sketchbooks and snapshots. October or November is the obvious date.

One night near the Christmas or New Year might be set aside for:

Wives and Sweethearts, with a penny fine on members talking "shop." I'll bet there'd be some surprises when members really let themselves go.

Open Night is usually a secretary's admission of defeat. Yet a series of five minute papers by members can be very provocative of discussion. They can also be very illuminating. Three sheets of foolscap, normal writing, runs about five minutes. If you promise your secretary a five minute paper for such an evening, then *don't let him down*. You can always send it by post. Many of the big shipping company publicity managers will gladly loan an interesting set of slides. Why not write to the secretary of a nearby society and book a couple of their best speakers. A fresh face is a big help. An instructive evening is "papers out of the hat," i.e., a member speaks on a subject chosen by someone else. Frequently the surprises fall both sides of the fence.

News from the Clubs

MODEL YACHT SAILING ASSOCIATION

Readers are reminded that the last date for entry for the 6 m. Class at Fleetwood this year is August 24th. The British "A" Class Regatta will be held at Fleetwood on August 8th-13th, and the International "A" Class Yachting Monthly "A" Class Competition on August 15th, 16th and 17th, 1949.

THE INTERNATIONAL MODEL YACHT RACING UNION

From correspondence received it is evident that most countries and clubs are still experiencing difficulty in returning to pre-war full activities, except in Great Britain, where championships are held for all classes recognised by M.Y.A. Denmark can now boast the largest fleet of International "A" Class yachts in the Scandinavian countries; Belgium and France, too, report good news. The greatest difficulty, however, is the shortage of suitable lakes. The President of the Federation des Model Yacht Clubs of Belgium states that the Committee will forward a challenge for the "YM" Cup. A similar challenge will come from France, reports the Hon. Sec. of the Federation Francaise du Yachting a Voile. From Mr. Boussey of Paris comes the regrettable news of the death last December of M. Jacques Sottas, at the age of 82, who has visited Gosport and Fleetwood many times in the past, and who was known to many model yachtsmen. Though there is no definite promise, it is hoped that Denmark will send a challenge for the "YM" Cup. The D.M.U. is now composed of six clubs with a total membership of over 150 model yachtsmen. From Germany, Herr Paul Kreuger, former President of the I.M.Y.R.U., reports that there is no organised model yachting at all, and materials, etc. for the sport are impossible to get, as is also any form of model yachting news. Any magazines or books that readers could spare would be very gratefully received. The I.M.Y.R.U. is pleased to welcome Portugal, a great maritime nation, as a member, and look forward to meeting Mr. Freitas again at Fleetwood. Also welcomed as a new member is the M.Y.R.A. of America.

THE MODEL POWER BOAT ASSOCIATION

Notification has been received from the Federation des Model Yacht Clubs de Belgique that an International regatta will be held for all types of Model Power Boats, Racing Hydroplanes and all other types, on August 7th-8th at Victory Lake, Albert-Plage, near Knokke (Eastern Belgian seaside). There will be prizes of a total amount of 10,000 Frs. B (cups, medals, etc.), also each competitor bringing over a boat in good working order will be paid an indemnity of 350 Frs. B. (2).

Any model power boat enthusiast desiring to enter this regatta is invited to apply to the Hon. Sec. M.P.B.A. for entry forms.—Hon. Sec.: J. H. BENSON, 70, Broadfield Road, Catford, S.E.6. Tel.: Hither Green 1486.

BOURNVILLE M.Y. & P.B. CLUB

The 24th Annual Whitsuntide Regatta was held in ideal weather conditions on June 4th. The opening event was a competition for the Harry Hackett Cup which is presented to the winner of 6 m. class yachts. Skilful sailing was necessary against a strong S.W. wind, and a well deserved victory was won by A. Davis's *Dare*, with close runners-up, *Osprey* and *Samaki*, final scores being: *Dare* (A. Davis) 18 points, *Osprey* (M. Fairbrother) 17 points, *Samaki* (D. Smedley) 17 points. The competition for the Walter Edwards Shield for 36 in. Class yachts was sailed in similar weather conditions with a junior skipper, Peter Lee's *Dorith* winning the trophy. Very keen sailing resulted in the final scores: *Dorith* (P. Lee) 15 points, *Brotz* (W. H. Ray) 14 points, *Chance* (G. H. Leeds) 14 points.

The Regatta was continued on Whit Monday, again in glorious sunshine, with the power boat and steering events, which were opened by Alderman Mrs. N. Hyde. Competitors arrived from all parts of the country, ten clubs being well represented. The Coronation Speed Trophy for 30 c.c. hydroplanes was won by K. Williams's *Faro* with a final speed of 44.25 m.p.h. D. Harlow's *Doreen* gained second place at 25.31 m.p.h. Mr. Mitchell of Runcorn won the D. W. Collier Speed Trophy for 15 c.c. hydroplanes with *Beta*, 44.15 m.p.h. Mr. Jutton of Guildford gained second place with *Vesta* 39.6 m.p.h. A prize presented by the Bournville Club for 10 c.c. hydroplanes was won by Colin Stanworth of the home club with *Meteor III*, 25.21 m.p.h. The A. Hackett Steering Trophy for prototype boats was won by Mr. Hood of Swindon with a maximum 15 points. Two

seconds were Mr. Kirkham, also of Swindon, and Mr. Rayman of Blackheath with 11 points each.

The prizes and trophies were presented by Mrs. Picknell whose late husband was a model maker for more than 40 years and who represented the Bournville Club at many regattas.*

BIRMINGHAM M.Y. CLUB

This club celebrates its 21st Anniversary this year, and are the happy recipients of a new Boat House built by the City Corporation, who have promised to bring the lake up to the high standard required for National events. It is their intention to make this one of the finest lakes in the country. A new lake is also contemplated at Lytham St. Annes, in Lancashire.

THE COVENTRY S.M.E. REGATTA

This regatta, held under the auspices of the M.P.B.A. on Saturday, June 18th, was a great success. Many clubs took part including Altrincham, Bournville, Derby, Leicester, West Midlands, Northampton, Runcorn and Victoria, in addition to the home club.

The first event was a 500 yard race for "C" Class boats, many of which showed promising turns of speed, especially Mr. Jackson's *White Ensign* and Mr. Pym's *White Lady*, both Derby boats, but which, however, failed to complete the course. Mr. Grey's boat, making its debut that day, finished the course at a slow speed, and the only other boat to finish was Mr. Stanworth's *Meteor III* (Bournville) which attained a speed of 22.1 m.p.h.

In the 500 yards race for "B" Class boats which followed, again many boats failed to complete the course, the only successful one being the record holder Mr. Mitchell's *Beta* (Runcorn) which attained speeds of 41.7 and 43.9 m.p.h. respectively.

In the 500 yards "A" Class race, only 3 boats were entered, and all succeeded in finishing on at least one run. Mr. K. Williams's (Bournville) *Faro* put up speeds of 49.89 and 47.5 m.p.h. Mr. Thomas (West Midlands) attained 37.19 m.p.h. with *Enid* and Mr. D. Harlowe (Bournville) made 25.57 m.p.h. with *Doreen*.

A large number of boats entered the Steering Competition. Two Bournville boats by Messrs. Wakeman and Ames made a score of 8 points, and in the re-run to decide the first place, Mr. Ames gained an inner (3), and Mr. Wakeman an outer (1).

Between events, demonstration runs were made by Mr. A. Welter's radio-controlled cabin cruiser *Aurora*, which proved that the boat can be manoeuvred both ahead and astern and perform complicated steering evolutions under radio control.

TYNEMOUTH MODEL YACHT CLUB

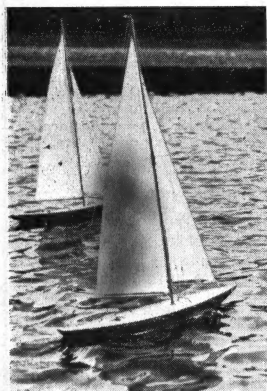
Forthcoming Events

August 7th. Redhead Cup. Steering.
August 13th. Invitation day. Tynemouth Centenary Week. Heaton, Hartlepool and Sunderland Clubs will compete. We have the lake from 1.00 until 8.30 p.m.
August 28th. Criterion Cup. Speed.
September 4th. Donkin Cup. Sailing.
September 18th. Morrison Cup. Sailing.
Starting times for all Club competitions will be 10.30 a.m.

WICKSTEED REGATTA

This annual regatta, held under the auspices of the M.P.B.A., took place on Sunday, July 3rd, and proved to be a greater success than ever. The opening event was the 1,000-yd. race for the Newman Loake Cup ("A" Class) in which the winner was Mr. W. H. Meagen, of Altrincham, with *Samuel*, at a speed of 46.49 m.p.h. K. Williams (Bournville) gained second place with *Faro* with a speed of 44.63 m.p.h. and third was D. Harlow (Bournville) with *Doreen* at 24.1 m.p.h. During the lunch interval which followed, Mr. V. H. Grey, of Coventry, gave a 20-minute demonstration with his radio-controlled boat. In the 500-yd. race for the Paten Cup ("B" Class) only one of the four boats entered, Mr. Churcher's *Annette* (Coventry) finished, with a run of 21.04 m.p.h. The race for "C" class boats became a duel between Messrs. Brealey (Derby) and Stanworth (Bournville) Mr. Brealey being the eventual winner with a speed of 31.96 m.p.h. as against Mr. Stanworth's speed of 31.8 m.p.h. In the steering competition many competitors failed to score, Mr. F. Robinson (Coventry) with *Honey Bee* being the winner with 6 pts., and Mr. V. A. Grey (Coventry) second with 5 pts.

Prizes were presented in the tea pavilion by Mrs. H. Ward, one of the home club's most enthusiastic workers.



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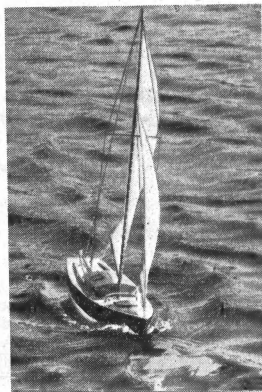
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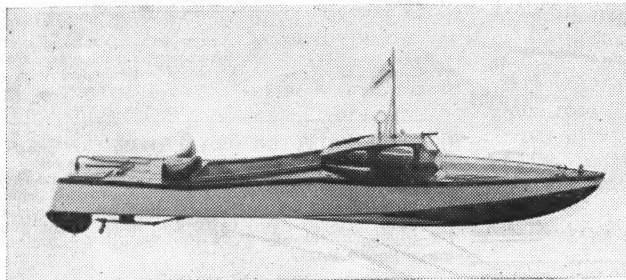
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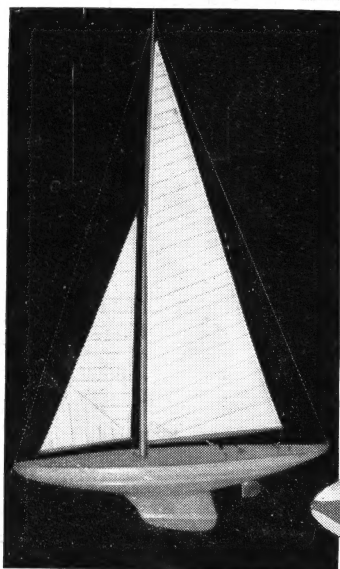
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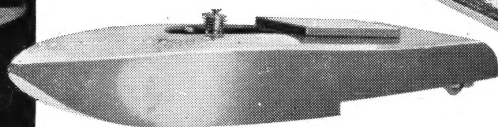
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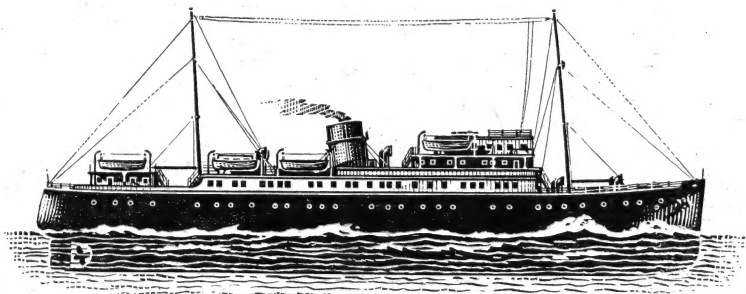
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